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SENATE RESOLUTION

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WHEREAS, Proper pavement preservation and maintenance has  
3 gained national attention throughout the past decade as a  
4 critical part of any comprehensive plan to maintain highway  
5 systems; and

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WHEREAS, The National Center for Pavement Preservation was  
7 opened in October of 2003, with the mission of promoting  
8 sensible pavement preservation strategies nationwide; and

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10 WHEREAS, On October 8, 2004, the Federal Highway  
11 Administration put out a policy memorandum titled "Preventive  
12 Maintenance Eligibility" that stated the following:  
13 "Experience has shown that when properly applied, preventive  
14 maintenance is a cost effective way of extending the service  
15 life of highway assets and therefore is eligible for  
16 Federal-Aid funding. By using lower-cost system preservation  
17 methods, states can improve system conditions, minimize road  
18 construction impacts on traveling public, and better manage  
19 their resources. Preventive maintenance offers State DOT's a  
20 way of increasing the return on their infrastructure  
investment"; and

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WHEREAS, The Federal Highway Administration supports the  
development and conduct of efficient pavement preservation

1 programs which address pavements in good condition before the  
2 onset of serious damage and allow states to reduce costly,  
3 time-consuming rehabilitation and reconstruction projects with  
4 improved safety and mobility, reduced congestion, and  
5 smoother, longer lasting pavements; and

6 WHEREAS, The treatments and activities commonly defined as  
7 preventive maintenance include: joint repairs, crack seals,  
8 pavement patching, and thin surface treatments such as  
9 chip-seals, ultra-thin hot-mix, and micro-surfacing; and

10 WHEREAS, The Indiana Department of Transportation's own  
11 study reveals that every dollar spent on preventive maintenance  
12 saves the user agency ten dollars down the line in  
13 rehabilitation and reconstruction costs; and

14 WHEREAS, The Foundation for Pavement Preservation, a  
15 non-profit consortium of industry and government groups,  
16 confirmed the results of a Michigan Department of  
17 Transportation study of its pavement preservation program,  
18 which was implemented in 1992 and evaluated in 1996; had the  
19 Department of Transportation not implemented its preventative  
20 maintenance strategy, the Department of Transportation would  
21 have to spend \$700 million on rehabilitation and construction  
22 to bring pavements to their current conditions, a cost more  
23 than 8 times as much as was spent on preventative maintenance

1 treatment; and

2 WHEREAS, Benefits and attributes of implementing a  
3 pavement preservation program include no extra increase in  
4 budget, an increase in pavement network condition, increased  
5 user satisfaction, improvements in system safety, reduced cost  
6 per mile expenditures, a lowered life-cycle cost, no decrease  
7 in hot-mix or concrete volumes, no decrease in the number of  
8 industry jobs, and freeing up additional cost resources for  
9 other rehabilitation and construction; therefore, be it

10 RESOLVED, BY THE SENATE OF THE NINETY-SEVENTH GENERAL  
11 ASSEMBLY OF THE STATE OF ILLINOIS, that we encourage furthering  
12 the effort to create a comprehensive pavement preservation and  
13 maintenance plan in Illinois; and be it further

14 RESOLVED, That we commend the Illinois Department of  
15 Transportation for initiating Illinois' first pavement  
16 preservation program in 2004, and we recommend that the  
17 Illinois Department of Transportation further develop a full  
18 scale pavement preservation program; and be it further

19 RESOLVED, That we recommend that the Illinois State Toll  
20 Highway Authority adopt a similar pavement preservation  
21 program; and be it further

1           RESOLVED, That suitable copies of this resolution be  
2 delivered to the Secretary of the Illinois Department of  
3 Transportation and the Chairman of the Illinois State Toll  
4 Highway Authority.